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THE WAR.

TO-DAY'S TELEGRAMS.

(Reuter's Service to the China Mail.)

THE KORNILOFF ADVENTURE

NO FIGHTING ANYWHERE SO FAR.

Petrograd, Sept. 13.
M. Savinkoff, in an interview with
a representative of the Associated
Press said that General Korniloff, who
is the Commander of General Korniloff's
troops, was at Luga. So far,
there had been no fighting anywhere.
A portion of the Korniloff troops was
fifteen miles from Tsarkoselo, and
another portion at Gatchina.
M. Savinkoff emphatically denied
that any negotiations were proceed-
ing, or could proceed, with General
Korniloff.

GENERAL KORNILOFF'S PROCLAMATION.

London, Sept. 13.
A telegram from Petrograd states
that General Korniloff's proclamation
says that his sole desire is to lead
the country on the road to fortune,
and that he will hold power only until
the Constituent Assembly meets.

THE MUSSULMANS AND THE CRISIS.

Petrograd, Sept. 13.
The Committee of the Mussulman
Alliance sent a delegation to the
Mussulman units, marching with
General Korniloff.
Telephonic communication was
established then negotiations took
place, after which there was verbal
discussion; all, however, proved
fruitless.

KERENSKY, COMMANDER-IN- CHIEF.

Petrograd, Sept. 13.
The appointments of M. Keren-
sky as Commander-in-Chief and General
Alexieff, Chief of Staff, are confirmed.
M. Skobeleff emphasised the neces-
sity for continued vigilance because
the criminal activity of General
Kaledin indicated new anti-revolution
attempts. He stated that the whole
army administration would shortly
be altered.

The Minister of the Interior stated
that owing to General Korniloff's
revolt, the Russian fronts had been
defenceless and leaderless for three
days. The most severe punishment
must be applied to General Korniloff,
and the Government would do
nothing to soften his lot.

KORNILOFF'S MOVEMENT, DEFINITELY FAILING.

London, Sept. 13.
The latest news from Petrograd
still, evidently from Government
sources, is that General Korniloff's
movement appears to be definitely
failing and a collision between the
troops of the two parties is no longer
to be apprehended.

General Alexieff, by telephone, is
endeavouring to persuade General
Korniloff to abandon his enterprise.
The general opinion, therefore, is
that General Korniloff will not pursue
the enterprise further.

KORNILOFF ADVENTURE COLLAPSES.

London, Sept. 13.
A telegram from Petrograd states
that General Korniloff has expressed
his willingness to surrender on terms,
but the Government demands his
unconditional surrender.
Petrograd, Sept. 13.
M. Skobeleff, the Minister of
Labour, has stated that the Korniloff
adventure had definitely collapsed
and the Headquarters had surren-
dered.

THE RIGA REGION.

GERMAN CAVALRY WITHDRAWN
BEFORE RUSSIAN PRESSURE.

London, Sept. 13.
A German official message states:—
To the south of the Riga-Wenden
Road, our cavalry withdrew before
strong Russian pressure.

THE RUSSIAN REPORT.

A Russian official message, dated
September 12, states:—
On the northern front, our vanguards,
after a stubborn battle took possession
of Massive, to the south of Lake Plande
and gained a footing on the Schkortsen-
Silamouva line.

An official message to-day states:—
Our vanguards are advancing in the
direction of Riga and continue to hold
the Nizau-Pepauske-Bayaz line.
There was intense artillery activity to
the south of Vidza, where we caused
several explosions.

We took possession of a height to
the south of Radatz and repulsed
counter-attacks. We took 412 Austrian
prisoners.

THE WESTERN FRONT.

THE LENS SECTOR.

London, Sept. 13.
Field-Marshal Sir Douglas Haig
reports:—
We took a few prisoners on the
Lens sector, last night.
The artillery has been active in the
Bullecourt, Messines and Langemarck
areas.

OPERATIONS ON FRENCH FRONT.

London, Sept. 13.
A French communiqué states:—
The artillery duel continues to be
violent in the region of Bixchooke.
Our artillery, to the north of the
Aisne, dominating the German bat-
teries, which are very active in the
region to the south of Juvin-court,
prevented any attack.
German aeroplanes bombed Dun-
kirk.
French airmen successfully bomb-
ed Portemack, Gitegaillindenken
and Staden, and an aerodrome to the
north-east of Thourout.

NAVAL AIRCRAFT ACTIVITY.

RENEWED BOMBING IN BELGIUM.

London, Sept. 13.
The Admiralty announces that
naval aircraft dropped several tons
of bombs on Thourout aerodrome and
dumps at Brugue Docks, causing
explosions. They also attacked the
shipping at Zeebrugge Mole and
directly hit a large destroyer and
several seaplane sheds, causing a
fire.

All of our machines returned.

THE ITALIAN FRONT.

AUSTRIANS CLAIM ITALIAN OFFENSIVE FAILED.

London, Sept. 13.
An Austrian official message, dated
September 12, claims that the Italian
offensive is a failure, and declares that
the Italian losses total 230,000, includ-
ing 20,000 taken prisoners.

LATEST ITALIAN REPORT.

An Italian official message states:—
The enemy, with renewed intensity,
attempted to dislodge us from Monte
San Gabriella. He only gained a few
advanced posts.

THE VALUE OF THE ROUBLE.

London, Sept. 13.
While the exchange value of the
rouble was at present only 64d., its
intrinsic value, owing to the rise in
the price of silver to 27 1/2d.

(Continued on Page 2.)

INTIMATIONS

HONGKONG GYMKHANA CLUB.

THE FOURTH GYMKHANA MEETING of the Season will be held at HAPPY VALLEY on SATURDAY, the 15th September, 1917, commencing at 2.45 p.m. The Charge of Admission will be \$1.00 for others than Members of the HONGKONG JOCKEY CLUB or GYMKHANA CLUB. Soldiers and Sailors in uniform Free. The Committee invite the Ladies of Hongkong to be present.

Hongkong, Sept. 13, 1917.

ST. STEPHEN'S COLLEGE.

THE MICHAELMAS TERM begins SATURDAY, September 15th. Students seeking admission should call upon the Warden on FRIDAY, 14th instant, between the hours of 10 A.M. and 1 P.M.

Hongkong, Sept. 8, 1917.

LOST.

Between Lyman and Victoria Barracks a BROWN POCKET BOOK containing a Royal Aero Club Certificate No. 3779 and a Royal Flying Corps Certificate No. 1333. A Reward will be given to the person forwarding same to Headquarters China Command.

Hongkong, Sept. 13, 1917.

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Hongkong, August 1, 1917.

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NOTICE IS HEREBY GIVEN that DIVIDEND WARRANTS for the INTERIM DIVIDEND of \$2.50 per share payable to all Shareholders on the Company's Register at 30th September, 1917, may be obtained at the Office of the Company, 2, Queen's Buildings, Hongkong, on and after the 8th October, 1917.

Notice is further given that the SHARE REGISTER and TRANSFER BOOKS of the Company will be CLOSED from the 1st to the 6th October, 1917, both days inclusive.

By Order of the Board of Directors,

R.M. DYER,

Chief Manager.

Hongkong, Sept. 10, 1917.

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NOTICE IS HEREBY GIVEN that any OUTSTANDING NOTES will be paid on presentation in the under-mentioned on or before SATURDAY, 29th September, 1917, at Noon.

AFTER THAT DATE, holders will find it necessary to claim repayment in Sterling from the Board of Trade, LONDON, to whom the necessary funds will be remitted.

THE BOARD OF TRADE make a charge for payment of claims out of monies deposited in the "COMPANIES LIQUIDATION ACCOUNT" at the Bank of England.

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Hongkong, August 17, 1917.

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6906 I never hear Father laugh so much before ...
6907 It's a grand old song—Home Sweet Home ...
6908 The Kangaroo Hop ...
6909 Mister John Mackenzie O' ...
6910 I come fra' Scotland ...

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LONDON LETTER.

(From Our Own Correspondent.)

LONDON, July 27.

THE HOUSE OF WINDSOR. The selection by the King of the family name of the "House of Windsor" has been well received on the whole, though some consider it rather suburban, and would have preferred "the House of Albion" or "the House of Plantagenet." I understand that the selection was really due to the joint efforts of Lord Stamfordham and Lord Esher. Anyway, it is a step in the right direction, in cutting off all German connection, and it has been promptly followed by Prince Louis of Battenberg, who will be known henceforth as the Marquis of Milford Haven.

THE CABINET APPOINTMENTS.

The changes in the Cabinet have not been met with overwhelming approval. Those of Mr. Churchill and Mr. Montagu are especially criticised, and Lord Charles Bessford has gone out of his way to hold a public meeting in the Queen's Hall to denounce the former as a failure of the first magnitude. Still, the mass of the people are disposed to give Mr. Churchill the 'fair chance' he asked for on Saturday, when he appealed to the Dundee electors for his re-election. The rise of Sir Eric Geddes, now first Lord of the Admiralty, has been sensational. From being a deputy manager of a railway he has been made, in the short space of three years, a General, an Admiral, and First Lord of the Treasury. He is an expert organiser and such are needed in these trying days of lavish expense.

The opposition to Mr. Montagu comes chiefly from officialdom, for they still cling to precedents and they say that to promote an Under Secretary of a Department to be Secretary in succession to the chief he served is contrary to all the traditions of the British Government. Now that business men are being admitted to the departments however, this argument has lost much of its weight, for the method complained of is considered quite natural and desirable in ordinary commercial circles.

As for the clubs, the saying current there is, "They (Churchill and Montagu) were amongst those who intrigued to get Asquith out in order to put Lloyd George in, and now he is rewarding them."

The Army in France is said to dislike the Churchill appointment, and Lord Bessford is the authority for the statement that the Navy is against it. I hear also that Mr. Churchill has no love for Sir Douglas Haig because the Com-

mand-in-Chief told him plainly he could not countenance his appointment to high command in the field where he had no experience to justify it.

CHANGED METHODS.

Many of us, early in the war, were inclined to think there was grave danger of militarism remaining in this country after peace had been declared. We are now of the opinion that the danger has receded, and is growing less every day. And now, to confirm this impression, come the revelations of military mismanagement of the medical examinations of recruits and Lord Derby's sudden announcement that the whole scheme is to be remodelled and transferred to civilian control.

Certainly after the war is over there will be a good deal of trouble for parliamentary candidates over two aspects of war management, the Mesopotamia scandal and the treatment of recruits, whereby unfit men were swiftly passed into khaki, to their own injury and to the heavy expense of the national Treasury. The exposure of some medical boards has done much to open the eyes of the public to the dangers of military methods of control.

As to Mesopotamia, the anger concerning that terrible tale of mismanagement, neglect and mis-aiding reports, burns deeply, even if under present circumstances it is not very visible. It will be an ugly question for years to come. Some signs of the impression made, were visible at the meeting of the British Medical Association this week, when it was decided to mark the esteem of the profession for Lt.-Col. Carter, the regular officer who risked all the official displeasure by sitting down at Basra and writing home a full account of the sufferings of the soldiers and the official ineptitude that made no adequate provision to meet it.

There is change also at the Food Control Dept., where Lord Rhodes is taking stern measures against profiteering in food stuffs. Any man or concern which attempts to make war profits out of the necessities of the people, he warns them, will be prosecuted and the gully

TO AVOID DYSENTERY

and Diarrhoea during the summer months a gentle laxative should be used whenever necessary to keep the system clean.



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men will be sent to gaol. He promises a fall of threepence in the quarter loaf (from a shilling to ninepence) and a shilling a pound for meat. All the staple foods are to be similarly controlled and the mills of the country will be managed by the State for the national interest. These proposals have been well received everywhere but in quarters that are interested in food speculation. It is a welcome change from the vacillation that has ruled up to now. With these methods properly administered, and with a due regard to economy on the part of the people, there is no doubt whatever that the German hope of starving England is doomed to disappointment. Sugar is to be rationed, on family tickets at the grocer's controlled by the local municipal authority. Tea, we are told, is to be very scarce within a few months, and even now no China tea worthy of the name can be obtained retail under 9/9 the pound. But on the whole, though living is very dear, we are doing fairly well, and the state of the country this week is reflected in the fact that the summer resorts are crowded with holiday makers, of course, mostly women and children.

A TRUE BABY STORY.

Among the after-the-raid stories that went around London was one about the miraculous escape of a baby whose perambulator had been blown to bits by a bomb without any damage to the occupant. Something a little short of this did actually happen in a Roman Catholic church in a district which was visited by the raiders. A perambulator stood in the aisle with a baby in it, the baby's brother, a little older, stood near, and the mother was engaged with the other workers. Suddenly some large object fell clean through the roof and buried itself in the floor of the aisle. The baby made the church ring with its cries of terror, and rushing to the spot, the mothers found the "pram" wrecked, the wheels crumpled up, and the baby terribly frightened but untouched. The first impression was that a bomb had fallen through and failed to explode. Later it was found to be a large piece of shell.

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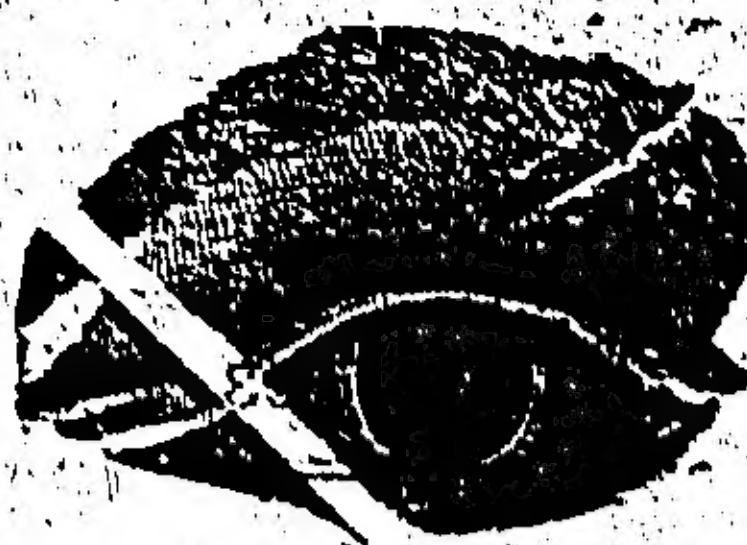
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GLASGOW: Messrs. A. B. Brown

McFarlane & Co., Ltd.

For Particulars, apply to

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SINGON & CO.

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WARE MERCHANTS. Wholesale

and Retail Ironmongers. Pig Iron and

Foundry Cokes Importers. General Store-

keepers and Shipchangers. 111, 113, 115, 117,

119, 121, 123, 125, 127, 129, 131, 133, 135,

139, 141, 143, 145, 147, 149, 151, 153, 155,

157, 159, 161, 163, 165, 167, 169, 171, 173,

175, 177, 179, 181, 183, 185, 187, 189, 191,

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409, 411, 413, 415, 417, 419, 421, 423, 425,

427, 429, 431, 433, 435, 437, 439, 441, 443,

445, 447, 449, 451, 453, 455, 457, 459, 461,

Compania General de Tabacos de Filipinas.

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A FIRST-CLASS CHEROOT AT A CHEAP PRICE.

A. S. WATSON & CO., LTD.,

CIGAR MERCHANTS,

Telephone 618.

To-day's Advertisements

THE UNION INSURANCE SOCIETY
OF CANON, LIMITED.
Incorporated in Hongkong.

NOTICE TO SHAREHOLDERS.

NOTICE IS HEREBY GIVEN that an EXTRAORDINARY GENERAL MEETING of the Union Insurance Society of Canton, Limited, will be held at the Head Office of the Society, Nos. 3 & 4 Queen's Buildings, Victoria, in the Colony of Hongkong, on the 27th September, 1917 at 12.15 o'clock P.M. when the subjoined Resolution passed at an Extraordinary General Meeting convened for that purpose and held on the 1st day of September, 1917 will be submitted for confirmation as a Special Resolution.

That the provisions of the Society's Memorandum of Association with respect to its objects be altered so as to read as shown in the printed copy of the Memorandum of Association submitted for the purpose of identification by the Chairman of this Meeting.

Should the above Resolution be confirmed as a Special Resolution by the requisite majority the alterations in the Society's Memorandum of Association consequent upon the same will be submitted to the Supreme Court of Hongkong for confirmation.

A print of the Memorandum as proposed to be altered can be seen at the Head Office of the Society.

Dated this 14th day of Sept. 1917.
C. H. R. HAY,
per pro. General Manager.

PUBLIC AUCTION.
The undersigned have received instructions to sell by Public Auction (for account of the concerned),

ON
THURSDAY,
the 27th September, 1917, at 2.30 p.m.,

on the premises of the Hongkong and Kowloon Wharf and Godown Co., Kowloon, (Godown No. 25).

The following SUNDRY GOODS:—
3 Large rolls of Composition Runner for machinery rooms, (3 feet wide),
1 x 40 gallon oak heavy Oil,
4 crates of Glass Jars,
10 x 40 gallon Drums Carbolineum,
3 x 10 gallon Drums Spirits of Wine,
70 bags Stone Nuts,
3 bags Shell "blacklips",
30 bags Cocoa Nibs (damaged),
7 cases Shell "blacklips",
20 cases Mineral Water "Sauerbrunn",
Also
immediately following the above sale, (in Godown 51), on the same premises, the undermentioned, (in Bond),
11 cases Houses of Lords Whisky,
20 cases of Beer.
On view from Tuesday the 25th inst. at noon.

Terms—Cash.
HUGHES & HOUGH,
Auctioneers.
Hongkong, Sept 14, 1917. 1105

(Continued on Page 8.)

THE CALENDAR.

MEMOS FOR TO-MORROW.
University Re-opens.
3.30 p.m.—Gymkhana at Happy Valley.

General Memoranda.

SUNDAY, Sept. 16—
6.27 p.m.—New Moon.

MONDAY, Sept. 17—
Jewish year 5678 begins.

TUESDAY, Sept. 18—
2.30 p.m.—Auction of Furniture, Carpets, Pictures, Pianos, Fanoils etc., etc., at Messrs. Hughes and Hough's.

WEDNESDAY, Sept. 19—
9 p.m.—Police Reserve Band Night in the Public Gardens.

THURSDAY, Sept. 20—
Settlement Day: Hongkong Stock Exchange.

THURSDAY, Sept. 20 & SAT. 21 Sept.—
V.R.C. Annual Aquatic Sports.

FRIDAY, Sept. 21—
10.30 a.m.—Auction of Drugs, Chemicals, Hospital Sundries, etc., etc., at Messrs. Hughes and Hough's.

FRIDAY, Sept. 21—
10.30 a.m.—Auction of Ship's Luggage.

SATURDAY, Sept. 22—
At Prisco's in aid of Society of St. Vincent de Paul.

SUNDAY, Sept. 23—
October Criminal Sessions commence.

MONDAY, Sept. 24—
General Holiday.

The China Mail.

HONGKONG, FRIDAY, SEPT. 14, 1917.

THE POWERS AND PEACE.

NEITHER the Allies nor the enemy Powers seem yet to have returned replies to the Pappel Peace Note. A prompt reply was forthcoming from the President of the United States, but America has a semi-independent standing in the "war." She is not committed, as the other Allies are, to common action in the matter of the Peace settlement, but her stand is clearly based on political principles which carry her as far as any of the Allies can desire to go. In accordance with their Agreement existing between them, the Allies are considering together the Pope's proposals, and if the reply given is not a joint one the individual replies are likely to be identical. No doubt the new crisis in Russia has served to delay the joint consideration of the Note, but so far as the telegrams reveal the situation to us there is no indication that a separate peace is aimed at by the military group which is seeking to overthrow the KERNSKY Government. Both parties aim at triumph over the enemy. Where they disagree is evidently in regard to the means by which unity in the ranks, civil as well as military, which is essential to success, is to be achieved. The reports which have been circulating in diplomatic circles at Washington, regarding the terms on which Germany is prepared for peace, are evidently not taken very seriously. If they truly represent the present frame of mind in Germany they certainly show a great advance upon anything Germany has adumbrated hitherto. According to these reports she is willing to restore Belgium and northern France, but on condition that Great Britain defrays the cost of the restoration by purchasing the German Colonies! She is willing also to restore Serbia and Rumania, to agree to the independence of Alsace and Lorraine, and to Trieste becoming a free port. Other items are stated to be disarmament, international police, and freedom of the seas with Great Britain controlling the Channel until a channel tunnel is built. Until these proposals are formally submitted by Germany they can hardly be treated seriously, but if they really do represent the latest ideas of the German Government on the subject of peace it is obvious that they represent a considerable stride towards the goal of peace. If these ideas are embodied in the reply which Germany makes to the Pope's Note they will, at least, afford a basis for further discussion until the "irreducible minimum" of each is definitely ascertained. It has been stated from Washington that the American Government has advised the American Government that its reply to the Pope's Note will be practically on the same lines as President WILSON's reply. An important paragraph in that reply says:—"We cannot take the word of the present rulers of Germany as a guarantee for anything that is to endure unless it is explicitly supported by such conclusive evidence of the will and purpose of the German people themselves as other peoples in the world would be justified in accepting. In other words, any peace proposals which come from Germany to the Allies

must come not merely from the rulers but from the German people as a nation. One of the German papers this week has declared that 'a gigantic majority' of the German people are in favour of peace. They presumably know the only conditions on which they can have it, and it remains for this 'gigantic majority' to give to the desire its proper expression in the Reichstag.

NEWS OF THE DAY.

LOCAL AND GENERAL.

A Chinese aged 38 tried to commit suicide yesterday by jumping from a Yammait ferry launch into the harbour.

We have received from the Chinese Maritime Customs Part III of the Returns of Trade for 1916. This fascicle gives the analysis of the import trade.

The Police have been informed that the s.s. *Kenny Thiep* reached Canton minus a passenger. It is presumed that the missing man must have committed suicide by jumping overboard.

A Chinese youth was admitted to the Government Civil Hospital yesterday suffering from injuries to the head caused by being knocked over by a motor car belonging to the Connaught Garage.

We have received from Mr. Stabb, the Hon. Treasurer, a list of some 500 Chinese subscriptions to the War Charities Fund in amounts ranging from \$200 to single dollars. This forms part of the 18th list of subscriptions, the number received being so large that the list has to be issued in two sections. This first part represents a total of \$24,655.48.

It appears, says the *Straits Times*, that there is going to be "General Post" among the Judges in the Straits and F.M.S. either in January or February next year, and it is not unlikely when that happens that one of the Penang Judges will make periodical visits to Ipoh, to assist the Ipoh Judge, whose duties are getting more and more arduous, says the *Times of Malaya*. There will be two vacancies on the Bench next year, when Sir Thomas Braddell's leave expires and when Mr. Justice Edden retires, as it is rumoured he will do some time next year, after Mr. Justice Sproule returns from a holiday in Canada and the States.

GREAT FLOODS IN CHINA.

THREE MILLION PEOPLE HOMELESS.

SHANGHAI, Sept. 13.
Owing to floods, 3,000,000 people are homeless and destitute in China. The number of people drowned is indistinguishable.

There has been great destruction also, in Honan and Hupah and large districts in North China are virtually impassable, except by boats.

The Chinese Red Cross Society is urgently appealing to the nation for relief—*Reader*.

Y.M.C.A. HONGKONG HUTS.

It will interest subscribers to learn that the Colony's subscription of \$1,800 in April last for Y.M.C.A. Hongkong Huts has been utilised to open one hut at Chiseldon (near Swindon) one at Murren (Switzerland) and one in Bagdad.

OUR DAY.

THE SINGAPORE PLANS.

At the "Our Day" meeting at Singapore the Hon. Mr. P. S. James presided over a large attendance. The date fixed was Oct. 27th, and the fixtures include a subscription campaign, a Community campaign, a gymkhana, dramatics, and cinema taking, Chinese fete, etc. The Chairman stated that a lottery would be organised by the Sporting Club from which the Fund would probably get \$250,000.

Describing the lottery to be inaugurated in Singapore the *Free Press* says:—"The lottery will be for one million dollars, and a quarter will go to the Our Day Fund. If the lottery fills, the first prize will be a quarter of a million, the second \$100,000, the third \$50,000; there will be fifty prizes of \$5,000 and one hundred of \$2,000. Tickets will be on sale at all banks in the Colony and F.M.S. Prizes will be given in 10 per cent. Straits War Loan bonds and the drawing will take place at the Memorial Hall on Friday, October 26, at 9 p.m."

THE PAY OF THE SERVICES.

THE DOLLAR EXCHANGE GRIEVANCE.

Mr. E. A. M. Williams, Hon. Secretary of the Hongkong Branch of the Navy League, sends for publication the following copy of a letter dispatched by him to the parent organisation:—
8th September, 1917.

P. J. Hannon, Esq.,
General Secretary of the Navy League,
13, Victoria Street,
London, S.W.

Dear Sir,—I beg to confirm my telegram of the 28th ultimo reading as follows:—

"Hongkong Branch Navy League strongly supports application Navy and Military Services for relief from unbearable hardship caused by high rate of exchange, which reduces local pay silver currency by over one-third, quibush this London newspaper."

In case this question of local currency is not cleared up, I will endeavour to explain the position in this port and, indeed, in China generally.

The currency of Hongkong and of China may be said to be the silver Chinese dollar, the sterling equivalent of which fluctuates from day to day with the price of silver on the London or New York markets. To illustrate this, please note the following summary of Bar Silver prices and sterling values of Hongkong Silver Dollars:—

Sterling Bar Silver in Hongkong

Highest. Lowest. Highest. Lowest.

1890 52 3/4 4/0 3/7 1/2

1900 54 1/2 4/1 3/11 1/2

1909 50 2/7 3/10 1/11 1/2

1910 50 2/7 3/10 1/11 1/2

During the War the price of Bar Silver has steadily increased until today it is 40 and the sterling equivalent of the Hongkong dollar is 3/3.

Mercenary assistants and civil servants coming from the homeland have, as a general rule, their salaries fixed in sterling by agreement, and from 1904 to 1915 it may be roughly assumed that in fixing these salaries employers have had in mind a dollar having a sterling value of round about 2/6. It will be seen that a man whose sterling salary is, say, \$300 per annum has, until 1915, been drawing in local currency about 3,000 silver dollars. This man now draws at the current exchange \$384, or, at the rate of \$110, or over 30 per cent. at the same time the actual purchasing value of the silver dollar has decreased, for the price of practically all local necessities, and even in the case of things which may be said to be in the nature of imported luxuries, the high exchange rate has led to a corresponding increase in the cost of production, freight, etc. In the case of the Services whose sterling pay translated into local currency barely suffices for essential needs in normal times, the position of men, both Army and Navy, at the moment is intolerable. Married men, in order to provide the bare necessities of life for their families, are reduced to the degradation of accepting private charity. Representations have been made by the heads of the Navy and Army to the authorities. His Excellency the Governor has communicated to the Secretary of State and urgent telegrams have been despatched by the Joint Committee of the Hongkong General Chamber of Commerce and the local branch of the China Association to the Prime Minister, all without apparent effect.

The feeling among the services is intense, and I enclose for your information extracts from the local press, of correspondence and leading articles.

In 1913 the Hongkong Government, presumably with the approval of the Home Authorities, recognised the hardship caused to civil servants by a high dollar and granted them the privilege for the future of drawing 40 per cent. of their pay at 1/10 to the dollar, and the balance at current rate. It is urged that a similar concession should be granted to members of the Services stationed in Hongkong and China generally, and that any concession should be retrospective.

I trust you will give the subject matter of this letter the widest publicity as it appears that only a Press campaign can move the Imperial authorities to ordinary acts of justice.

I am, dear sir, yours faithfully

E. A. M. WILLIAMS.

THE TYPHOON.

BIG DAMAGE AT AMOY.

The last typhoon, which originated in the Pacific, east of Japan, went through the Bushi Channel, and following its direct N.W. course, travelled with such speed, after crossing the south of Formosa and entering the Formosa Channel, that it covered 400 miles in 24 hours—nearly 18 miles an hour—and struck Amoy, the port having had no warning of its approach.

Considerable damage was done. A telegram to one of the principal Hong Kong here says it was the worst blow Amoy has experienced for the last 30 years; "all small shipping destroyed, rest ashore."

We hear that the Osaka Shosen Kaisha's *Amakura Maru*—ashore, also Butterfield & Swire's bulk. We hear that arrangements are being made to have the *Maria* boat towed down and docked in Hongkong. The roof of B. & S.'s godown has been blown off and considerable other damage has been done to other property. Messrs. details only have so far reached the Colony. The *Amakura Maru* steamer there, the s.s. *Kiushu Maru*, has probably been badly damaged as we understand there was no one on board to look after her. The s.s. *Banning*, with the Siberian mail on board, due today will probably be delayed for want of facilities to unload cargo at Amoy. Today's pleasant breeze and good weather are due to the first taste of the North-East Monsoon.

PUBLIC WORKS IN HONGKONG.

FEATURES OF THE D.P.W.'S ANNUAL REPORT.

The voluminous Report by the Director of Public Works for the year 1916 was laid on the table of the Legislative Council yesterday.

We give below a summary of its leading features.

FINANCIAL.

The actual expenditure of the Department totalled \$2,272,949.50, showing a net decrease of \$523,081.10 as compared with that of 1915.

The revenue from the Water Works was \$470,766.61, showing an increase of \$19,249.12.

LAND SALES.

Land sales, extensions and grants during the year brought in a total premium of \$313,447.07, but in addition to this premium derived from the sale of rights to erect piers brought in \$35,209.02 and this with two other smaller sums brought in the actual amount of premium paid into the Treasury to \$35,716.89, whereas the estimate amounted to \$150,000.

Twelve lots in Hongkong and three in Kowloon were sold by auction during the year realising \$62,992 and \$83,834 respectively.

BUILDINGS.

The Report shows a considerable increase in the number of plans dealt with under the Building Ordinance as compared with 1915, the greatest difference being in the number deposited for new houses and for alterations and additions to existing buildings.

Plans for new European houses totalled 75, and for Chinese houses 392.

IMPROVEMENTS OF PUBLIC STREETS.

The policy of requiring houses, when undergoing reconstruction, to be built at a higher level where necessary in order to provide for the future raising of certain low-lying areas in Hongkong and Kowloon has been continued. In some cases, arrangements are made with owners whereby the ground-floors of their houses are retained at their former levels upon their giving an undertaking to raise such floors when the raising of the street is carried out.

In the case of some streets, steps have been taken towards effecting improvements in the building lines whilst in others schemes for widening have been decided upon. These proposals are being carried into effect as opportunity arises. The principal schemes of this nature are the following:—

(a)—The widening of Canton Road, Battery Street, Reclamation Street, and Shanghai Street, so as to provide a main thoroughfare, partly 60 and partly 55 wide, extending along the western side of Kowloon Peninsula from Salisbury Road to the old boundary line.

(b)—The widening of Main Street, Shaukiwan East, to 25 feet, including improvements in alignment.

(c)—The partial widening of Bonham Strand with a view to providing a uniform width of 33 feet throughout.

RECLAMATIONS.

The following is a statement of the private reclamations which were completed or in progress during the year:—

Area in Sq. Ft.	Value in \$
Shaukiwan Inland Lot 433, (completed),	11,268
Marine Lot 321, North Point, (completed),	125,000
The Old Police Basin, Kowloon Point, (in progress),	22,615
The areas stated are those of the lots which extend further inland than old high water mark and are therefore not exclusively reclaimed from the sea.	
In addition to the above, a vast area at the head of Kowloon Bay, covering about 200 acres, to form a residential area for the better-class Chinese.	

PRINCIPAL WORKS OF A PRIVATE NATURE.

The erection of the second block of Students' Quarters for the Hongkong University on Inland Lot 1877, referred to in last year's Report, was completed, whilst considerable additions were made to the Vice-Chancellor's residence. The other buildings mentioned in last year's Report (carpenters' workshop, extension to the hydraulic laboratory, and quarters for coolies and watchmen), were completed and sundry alterations and additions to various buildings were carried out.

The pavilion on the University Recreation Ground (Inland Lot 1949) was completed.

The "Helena May" Institute, (Inland Lot 2083), Garden Road, was completed. The development of the ridge east of Happy Valley was proceeded with, two European residences being completed. The erection of five other residences was in progress.

The new oil-tank at Tai O—Kok for the Standard Oil Co. were completed.

The reclamation of the works of the Hongkong Electric Co. (Makino Lot 331), at North Point, was completed, and the erection of a large block of offices and quarters was commenced.

Considerable progress was made with the alterations involved in converting the old Cotton Mills buildings (Inland Lot 1018, Causeway Bay) for occupation by the French Convent, the School and Sisters' Quarters being completed by the end of the year.

The erection of a new building for the Missions Etrangères on Inland Lot 82, at the top of Battery Path, was commenced.

Considerable alterations were made to the ticket offices and gangways on the Star Ferry Wharf opposite Ice House Street.

The erection of a Chapel, Hospital, Dormitories, and Sisters' Quarters for the Italian Convent on Inland Lot 148, Causeway Road, was commenced.

The erection of a large block of buildings, comprising gymnasium, swimming-bath, concert-room, recreation-rooms, class-rooms, hostel, etc., for the Chinese branch of the Y.M.C.A. on Inland Lot 2,048, Tai Pingshan, was commenced.

A School for Indian Boys on Inland Lot 2,121, Sookinpo Valley, was completed.

Considerable progress was made with the wharf and godown for the Ocean Steamship Company (K.M.L. 88), Salisbury Road.

A new steel pier, 655 feet long, to accommodate the largest ocean-going steamers which visit this port, was constructed opposite K.M.L. 91 for the Hongkong and Kowloon Wharf and Godown Co.

ROAD MAINTENANCE.

The road surfaces of the City, approximately 60, were maintained generally in a satisfactory condition, the bituminous treatment of carriage-ways throughout the City being considerably extended with the satisfactory result of further appreciably diminishing erosion.

With a Government Quarry in operation, enabling carefully screened grades of stone to be obtained, it has become possible to greatly extend the use of Artificial Asphalt in situations where the nature and amount of the traffic renders the adoption of such paving desirable. With the products of the Quarry, the manufacture of granolithic paving slabs for footways has also been extensively introduced. The slabs are made to standard sizes, the standards being so arranged as to suit the prevailing widths of pavements, thus reducing waste to a minimum. During the year, 6,600 slabs were made. The manufacture of asphalt macadam is also carried on at the quarry, the quantity produced during the year amounting to 762 cubic yards.

Kowloon roads, approximately mileage 28, were generally maintained in a satisfactory manner. The same is said of the roads in the New Territories, approximately mileage 50. Improved surfacing was introduced on a number of roads in Kowloon.

THE TYPHOON REFUGE MONGKOKTSUI.

With regard to the settlement of the breakwater, the central indicator referred to in last year's Report showed a further subsidence of 3 inches from June, 1915, to December, 1916. The total settlement below the surface of the dredged trench, as recorded by this indicator, from January, 1911 when it was lowered into position, to December, 1916, amounted to 6' 5".

From levels which have been taken on the top of the breakwater, it is found that, during the period first mentioned, (June, 1915, to December, 1916), settlement has occurred varying from 1' at the north end to 5' at the south end, except that over the central portion of the curve, for a length of about 400 feet, the subsidence has been materially greater, being as follows:—

June, 1915, to Sept., 1916,	March, 1916, to Dec., 1916,
19,360.09	19,360.09

The following is a detailed statement of the expenditure in connection with the Typhoon Refuge:—

Preliminary & incidental expenses, including cost of survey, etc., &c., &c.	Consulting Engineer's fees (207 2s. 6d.)	Cost of supervision, including salaries of Engineering Staff, Overseers, and Foremen, and hire of launches	Cost of dredging	Contract payments
19,360.09	2,327.10	108,604.82	155,174.65	1,923,174.32
Total	2,208,584.99			

PRAYA EAST RECLAMATION SCHEME.

The proposal to proceed with this work, which has remained in abeyance since 1905, (vide paragraph 82 of 1905 Report), having been revived, negotiations with the Naval Authorities and with Messrs. Jardine, Matheson & Co., regarding certain matters involved in the scheme were proceeded with. In the former case, the negotiations related to a proposal to acquire a corner of the Arsenal Yard with a view to affording direct communication from Queen's Road to a new main thoroughfare to be laid out on the Reclamation, thus eliminating the existing bends formed by Arsenal Street. Questions relating to the junction of the Reclamation with Admiralty property had also to be arranged. All these matters were finally settled by a letter from the Admiralty, dated 28th November, 1916, agreeing to the terms which had been proposed by the Colonial Government.

In the latter case, the negotiations related to a proposal to convert a portion of L.L. 29, which fronted on Praya East, into a Marine Lot and to the surrender or exchange of certain portions of M.L. 62 and L.L. 29 and 30 in connection with the extension past East Point property of the new main thoroughfare already alluded to. A statement of the terms of settlement with regard to the conversion of a portion of L.L. 29 into a Marine Lot will be found in paragraph 16 of this Report. The other matters

were also satisfactorily arranged, the negotiations being concluded in November, 1916.

In order to enable reliable estimates of the scheme to be prepared, soundings were taken over an extensive area, the area to be reclaimed being defined by piles driven into the bed of the harbour. The cost of these operations was defrayed from an "Advance Account," the expenditure during the year amounting to \$6,989.27, of which \$5,518.40 represented the salary of the officer principally engaged on the work. Operations were still in progress at the close of the year.

Elsewhere in the Report in connection with the prospective Praya East Reclamation Scheme, it is mentioned that the Government claimed from Sir R. W. B. Jardine, the owner of Inland Lot 29, a sum of \$63,457 in respect of the conversion into a Marine Lot of a portion of the lot mentioned, which fronted on Praya East. Sir R. W. B. Jardine was also the owner of Inland Lots 1019-1021, situated in the Sookinpo Valley, where conditions were favourable for the formation of an additional public recreation ground of considerable extent. As the value of Inland Lots 1019-1021 was approximately equal to the amount claimed by Government in respect of the partial conversion of Inland Lot 29, it was arranged that their surrender to Government should be accepted in satisfaction of the claim. The surrender was duly effected.

HONGKONG GYMKHANA CLUB.

TIPS FOR TO-MORROW.

The weather promises fair and the results are so extremely open—even to "those in the know"—the racing at to-morrow's Gymkhana will be very interesting; the race for the "big event"—The Gymkhana Stakes—should result in a very close finish.

The following are some selections:

FIVE FURLONGS:—
Anticipation,
Tittlenoise, Billikin.

GYMKHANA STAKES:—
Windsor Dahlia,
Australian Chief, Pingwu Chief.

A "1" CLASS:—
Rex,
Hush Hush, Ben Bolt.

B "CLASS:—
Whipper-in,
Choice Dahlia, First Violin.

DISTANCE HANDICAP:—
Ben Bolt,
Green Elevator, Tom Cobleigh.

ONE AND A QUARTER:—
Windsor Dahlia or
Australian Chief,
Ploughfield, King Dick.

VICTORIA RECREATION CLUB.

ANNUAL AQUATIC SPORTS.

The Annual Aquatic Sports of the V.R.C. will be held on Thursday, Friday and Saturday, 27th, 28th and 29th inst. The following are the events: chief of which are the Half Mile, 220 Yards (Championship), 100 Yards (Championship), Ladies' 50 Yards Handicap, High Dive and Challenge Team Race—

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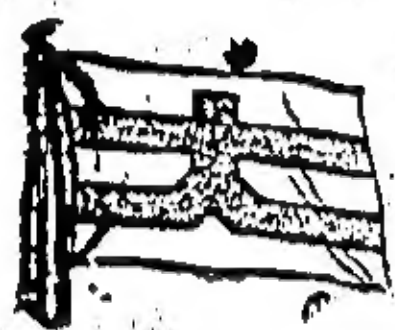
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"MEXICO MARU".....Saturday, 15th Sept. at 3 p.m.
"HAWAII MARU".....Wednesday, 26th Sept. at Noon.FORMOSAN LINE:—For Tamsui, Keelung, Anping and Takao, via Swatow and Amoy.
"KALUO MARU".....Sunday, 23rd Sept. at Noon.
Calling at Tamsui, Keelung, Anping and Amoy.

SOUTH AMERICAN LINE:—Every three months steamers proceed to Rio de Janeiro, Santos and Buenos Aires, via Singapore, Mauritius, Port Natal and Cape Town.

AUSTRALIAN LINE:—Monthly services between Japan and Adelaide, calling at Auckland, N.Z., Sydney and Melbourne.

BOMBAY LINE:—Fortnightly service for Bombay calling at Singapore, Port Swettenham, Penang and Colombo. At present this line's steamers take cargo only.

JAVA LINE:—Monthly service for Java ports calling at Manila, Sandakan and Macassar. Booking for passengers and cargo to these ports.

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No. 1, Queen's Building.

Tel. Nos. 744 & 745.

"NEDERLAND" ROYAL MAIL LINE

(STOOMVAART MAATSCHAPPY "NEDERLAND").
ROTTERDAM LLOYD ROYAL MAIL LINE

(STOOMVAART MAATSCHAPPY "ROTTERDAMSCHE LLOYD").

Joint Service between NETHERLAND INDIES, SINGAPORE, HONGKONG and SAN FRANCISCO.

Next sailings for SAN FRANCISCO via NAGASAKI, YOKOHAMA and HONOLULU.

STEAMERS	Tons	DATE
"ORANJE"	8,000	15th September.
"KONINGIN DER NEDERLANDEN"	15,000	26th September.
"OPHELIA"	8,000	10th October.

These superior passenger steamers have accommodation for first and second class saloon passengers.

For further particulars please apply to
JAVA-CHINA-JAPAN LLN, AGENTS.

HONGKONG-NEW YORK.

REGULAR SAILINGS FOR BOSTON & NEW YORK via PORTS AND SUEZ and PANAMA CANALS.

(With liberty to call at the Atlantic Coast).

For Freight & further particulars, apply to

DODWELL & CO., LTD., Agents.

NATAL LINE OF STEAMERS.

TAKING CARGO on through Bills of Lading to SOUTH AFRICAN PORTS with transshipment at CALCUTTA, in conjunction with the
INDO-CHINA STEAM NAVIGATION CO., LTD.
AND APCAR LINE.

Sailings from Hongkong.

Steamer from Hongkong	on or about	Connecting at Calcutta with	On or about
A steamer	Shortly		

For Freight and further particulars apply to

DODWELL & CO., LTD., Agents.

THE NANYO YUSEN KAISHA
(SOUTH SEA MAIL S. S. CO.)

Fast Mail Service of Steamers between Japan, Hongkong, Singapore, Batavia, Samarang and Sourabaya.

Sails on or about

For Freight and further particulars apply to

DODWELL & CO., LTD., Agents.

SHIPPING

C. N. C.
CHINA NAVIGATION CO., LD.

SAILINGS SUBJECT TO ALTERATION.

FOR	STEAMERS	TO SAIL
SHANGHAI	ANSHU	Sept. 18, Daylight
SWATOW & BANGKOK	CHANGCHOW	Sept. 18, at Noon
SHANGHAI	SUNNING	Sept. 18, at 4 p.m.
SHANGHAI	SHANTUNG	Sept. 20, at 4 p.m.
WEIHAIWEI & TIENTSIN	KUICHOW	Sept. 22, at Noon
SHANGHAI	YINGCHOW	Sept. 23, Daylight

DIRECT SAILINGS TO WEST RIVER—Twice Weekly.

S.S. "LINTAN" and S.S. "SANUI".

MANILA LINE—TWIN-SCREW STEAMERS. Excellent Saloon accommodation Amidships. Electric Light and Fans in Saloon and State-rooms. SHANGHAI LINE—PASSENGERS, MAILS and CARGO. Excellent Saloon accommodation Amidships. Electric Light and Fans in Saloon and State-rooms. Regular schedule service between Canton, Hongkong and Shanghai, taking Cargo on through Bills of Lading to all Yangtze and Northern China Ports. Passengers are landed in Shanghai, avoiding the inconvenience of transshipment at Woosung.

For Freight or Passage, apply to—

BUTTERFIELD & SWIRE,
AGENTS.

Telephone No. 36.

INDO-CHINA STEAM NAVIGATION CO., LD.

PROJECTED SAILINGS FROM HONGKONG
(SUBJECT TO ALTERATION).

FOR	STEAMERS	TO SAIL
MANILA	LOOKSANG	SATURDAY, Sept. 15, at 3 p.m.
HAIPHONG	LOOKSANG	SUNDAY, Sept. 16, at 7 a.m.
TIENTSIN via WEIHAIWEI	CHIPSING	TUESDAY, Sept. 18, Daylight.
SANDAKAN	MAUSANG	SATURDAY, Sept. 22, at Noon.
MANILA	YUENSANG	SATURDAY, Sept. 22, at 3 p.m.

CALCUTTA LINE:—Three sailings per month from Hongkong to Calcutta calling at Singapore and Penang.
Returning from Calcutta steamers proceed to Kobe and Moji, frequently calling at Shanghai.
These steamers have excellent passenger accommodation, are fitted with electric light and carry a fully qualified Surgeon. This line is temporarily discontinued owing to the war. Particulars on application.

SHANGHAI LINE:—Sailings approximately every five days between Canton and Shanghai, sometimes calling at Swatow.
Steamers on this line have a limited amount of passenger accommodation, and through tickets can be obtained for Northern and Yangtze Ports via Shanghai. Through Bills of Lading are issued to all Northern and Yangtze Ports.

MANILA LINE:—A weekly service is maintained with Manila by vessels with good passenger accommodation; sailings from both ports every Saturday.

HAIPHONG LINE:—Sailings approximately weekly for passengers and cargo calling at Haiphong when inducement offers.

BORNEO LINE:—One sailing per month between Hongkong and Sandakan by a steamer having up-to-date accommodation for passengers.

Cargo taken on through Bills of Lading for Kudat, Jesselton, Labuan, Tawau and Labuan.

TIENTSIN LINE:—A regular service is run from March to October between Hongkong and Tientsin, calling at Weihaiwei and Chefoo.

Hongkong and Tientsin, calling at Weihaiwei and Chefoo.
Under Straits Government Passport Regulations. All European Passengers, leaving the Colony for Straits Settlement, are required to produce on arrival at destination passports with their Photographs and description affixed thereto.
For Freight or Passage, apply to—

JARDINE, MATHESON & Co., Ltd.,
General Managers.

Tel. No. 215.

SHIPPING

DOUGLAS STEAMSHIP CO. LTD.

HONGKONG & SOUTH CHINA COAST PORT SERVICE.

REGULAR SERVICE of Fast, High Class Coast Steamers having good Accommodation for First Class Passengers. Electric Light and Fans in State-rooms and Saloons. Excellent Cuisine.

SWATOW, AMOY & FOOCHOW

AND RETURN.

(Occupying 9 to 10 Days)

STEAMERS

CAPTAIN

LEAVES

HAITAN.....| Capt. A. E. Hodgins.....| TUESDAY, 18th Sept. at 12 Noon.

SWATOW

Arrivals and Departures from the Company Wharf (near Blake Pier).

For FREIGHT and PASSAGE apply to—

DOUGLAS LAFRAIK & Co.
General Managers.

NOTICES TO CONSIGNEES

TOYO KISEN KAISHA.

FROM SAN FRANCISCO via HONOLULU AND JAPAN PORTS.

THE Steamship

"PERSIA MARU"

The above named Steamer having arrived, Consignees of Cargo are hereby notified to send in their Bills of Lading for counter-signature, and to take immediate delivery of Cargo from Hongkong. Cargo remaining undelivered on TUESDAY, 11th September, at 5 p.m. will be landed at Consignees' risk and expense, and delivery must then be taken from the Company's Godown.

Storage charges will be assessed on all Cargo remaining undelivered on SUNDAY, 10th September, at 5 p.m.

No Fire Insurance, whatever will be effected.

No Claims will be recognised after the Goods have left the Steamer or Godown.

All chafed and damaged Cargo will be landed into the Company's Godown where they will be examined on 10th September at 10 a.m.

No Claims will be recognised if filed after the 30th September, 1917.

T. DAIGO,
Agent.

Hongkong, Sept. 11, 1917.

"BEN" LINE OF STEAMERS.
FROM LIVERPOOL, GLASGOW AND STRAITS.

THE Steamship

"BENRINNES"

Consignees of Cargo are hereby informed that all Goods are being landed at their risk into the hazardous and/or extra hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Co., Ltd., whence and/or from the wharves delivery may be obtained.

No Claims will be admitted after the Goods have left the Godown, and all Goods remaining undelivered after the 15th Sept. will be subject to rent.

All Claims against the Steamer must be presented to the Underigned on or before the 30th Sept., or they will not be recognised.

All broken, chafed and damaged Goods are to be left in the Godowns, where they will be examined on the 15th Sept. at 11 a.m.

No Fire Insurance has been effected. Bills of Lading will be counter-signed by GIBB, LIVINGSTON & Co., Agents.

Hongkong, Sept. 8, 1917.

THE
LONDON DIRECTORY.

(PUBLISHED ANNUALLY)

ENABLES readers throughout the World to communicate direct with English MANUFACTURERS & DEALERS in each class of goods. Besides being a complete commercial guide to London and its suburbs, the Directory contains lists of

EXPORT MERCHANTS

with the goods they ship, and the Colonial and Foreign Markets they supply.

STEAMSHIP LINES

arranged under the Ports to which they sail, and indicating the approximate sailings.

PROVINCIAL TRADE NOTICES

of leading Manufacturers, Merchants, etc., in the principal provincial towns and industrial centres of the United Kingdom.

A copy of the current edition will be forwarded, freight paid, on receipt of Postal Order for 30s.

Dealers seeking Agencies can advertise their trade cards for 2s. or larger advertisements from 25s.

The London Directory Co., Ltd.,

25, ABchurch Lane, LONDON, E.C.

JAPANESE MAKERS.

Every kind of Footwear

MADE

TO

ORDER

OHERBY & CO.,
PENNER STREET,
Opposite Hongkong Hotel,
Telephone No. 491.
Hongkong, March 20, 1914."CHINA MAIL"
OVERLAND EDITION.THE BEST WEEKLY NEWS-
PAPER FOR ALL INTERESTED
IN HONGKONG AND CHINA
GENERALLY.ORDER IT BEFORE GOING
HOME, AND THUS KEEP IN
CLOSE TOUCH WITH THE
COLONY.

BRITISH INDIA S. N. CO., LTD.

APCAR LINE.

REGULAR SERVICE BETWEEN

CALCUTTA, STRAITS, HONGKONG, SHANGHAI
AND JAPAN PORTS.

EASTWARD.

WESTWARD.

The above steamers have excellent saloon accommodation for passengers and is fitted with all modern conveniences and carry a duly qualified surgeon.

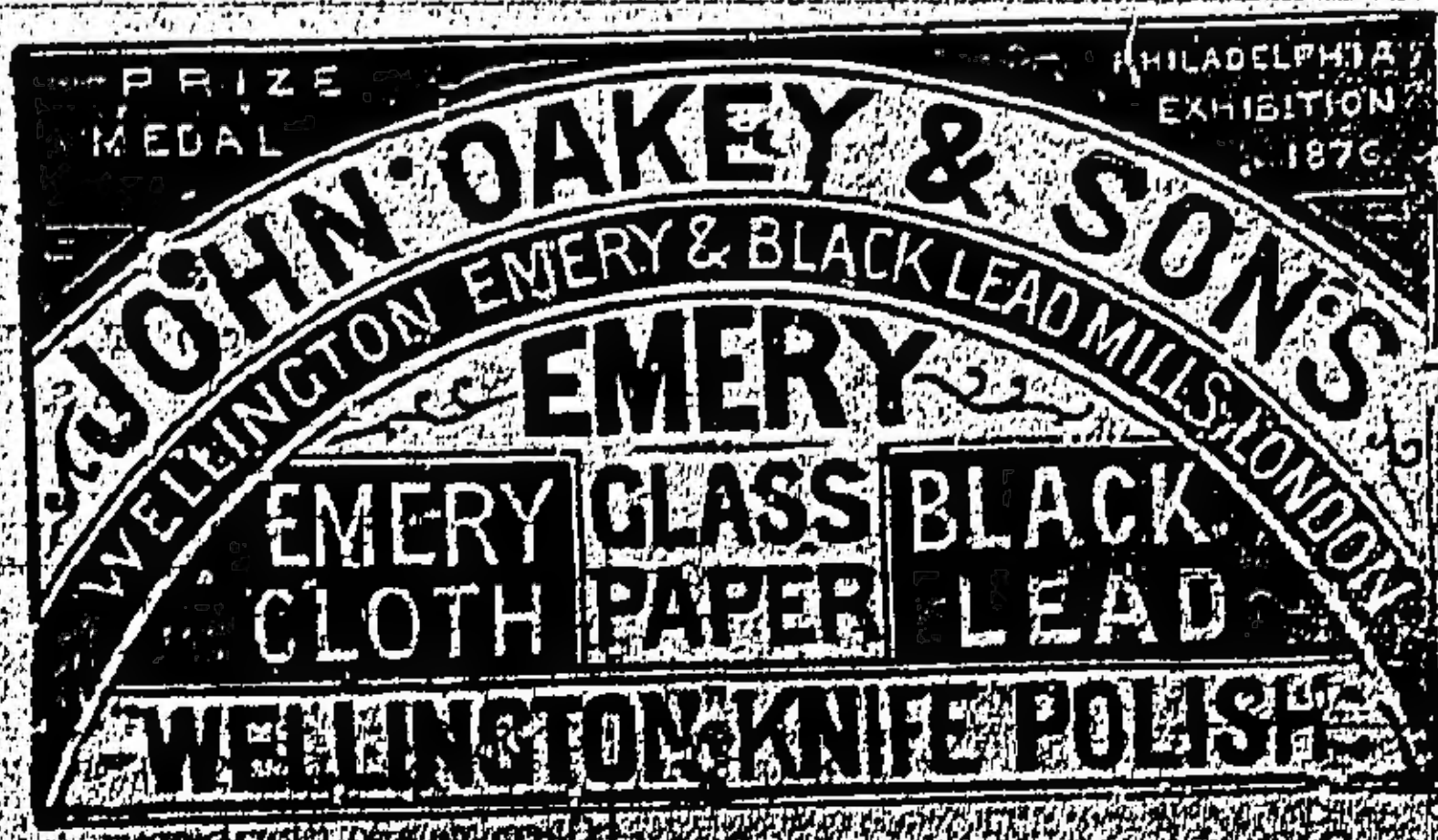
For Freight or Passage, apply to

DAVID SASSOON & CO., LTD.
AGENTS.WITHOUT PURE BLOOD HEALTH IS IMPOSSIBLE
VETARZO BLOOD MEDICINE

Never before was there anything like it, nor can its marvellous properties ever be equalled in all cases of poverty, impurity, or other imperfections of the blood from whatever cause arising. No matter how it is imbued into the system it permeates and penetrates to the minutest capillaries, overcoming and expelling disease, wherever and in whatever form met with; removing all blotches, pimples, acne, scurf, scrofulous and glandular swellings, discolorations, roughness and unsightly patches, etc. Its effects are almost magical in the treatment of gout, rheumatism, sciatica, lumbago, pains and swellings of the joints, discharges, blood-poison, eczema, leprosy, psoriasis, bed sores, bad treated abscesses, skin eruptions, warts, goitre or Derbyshire neck. It improves the general health, and quickly removes long-standing bronchitis, asthma, and hacking, straining, spasmodic cough, too often the precursor of consumption.

VETARZO BRAIN AND NERVE FOOD. For full particulars for further particulars, send stamped addressed envelope for Free Booklet, or P.O. 275 for Trial Bottle of either remedy, to THE VETARZO REMEDIES CO., GOSPEL OAK, LONDON. Unprincipled vendors may try to sell you something else for extra profit—do not accept it, but insist on having VETARZO. The genuine has the words "VETARZO REMEDIES" on Government Stamp.

VETARZO REMEDIES ARE SOLD BY BOOTHS, CASH CHEMISTS.

NIPPON YUSEN KAISHA.
(THE JAPAN MAIL STEAMSHIP CO.)PROJECTED SAILINGS FROM HONGKONG—SUBJECT
TO ALTERATION.

DESTINATION	STEAMERS	Displacement	SAILING DATE
VICTORIA, B.C. & SEATTLE via SHANGHAI, MOJI, KORE, YOKKAICHI & YOKOHAMA	"INABA MARU," Capt. Higo,	Tons 12,500	MONDAY, 8th Oct. at Noon.
	"YOKOHAMA MARU," Capt. Terada,	Tons 12,500	WEDNESDAY, 24th Oct. at Noon.
KOBE	"NIKKO MARU," Capt. Takeda,	Tons 8,600	SUNDAY, 23rd Sept. at 11 a.m.
	"YUSHI MARU," Capt. Iizawa,	Tons 21,000	TUESDAY, 25th Sept. at 11 a.m.
SHANGHAI, KOBE & YOKOHAMA	"HIRANO MARU," Capt. Fraser,	Tons 18,000	TUESDAY, 25th Sept. at 11 a.m.
	"KAGA MARU," Capt. Komatsu,	Tons 12,500	SATURDAY, 10th Oct. at 11 a.m.
KOBE	"RANGHOON MARU," Capt. Goto,	Tons 8,000	SATURDAY, 22nd Sept.
SHANGHAI, KOBE & YOKOHAMA	"KIRIN MARU," Capt. Sasaki,	Tons 8,000	THURSDAY, 20th Sept.

LONDON via SINGAPORE, MALACCA, PENANG, COLOMBO, DELAGOA BAY, CAPE TOWN and MADEIRA.
SYDNEY and MELBOURNE via MANILA, THURSDAY ISLAND, TOWNSVILLE and BRISBANE.
CALCUTTA via SINGAPORE, PENANG & BANGKOK.
BOMBAY via SINGAPORE, MALACCA and COLOMBO.
Wireless Telegraphy.

FOR DATES OF DEPARTURE

APPLY AT THE COMPANY'S

OFFICE.

EASTBOUND NEW YORK LINE
via PANAMA CANAL.

(CARGO ONLY).

NEW YORK via SHANGHAI, KOBE, YOKOHAMA, MANILA, SAN FRANCISCO, PANAMA and COLON.

For dates of departure and further information apply to

NIPPON YUSEN KAISHA,
R. MORI, Manager.

Telephone Nos. 206 & 207.

To-day's Advertisements

NOTICE TO CONSIGNEES.

CONSIGNEES per Steamer "BRAZIL"
are hereby notified that the Cargo will be discharged into Hots Wharf, Kowloon, where it will be ready for delivery from Godown on and after 10th September. No claims will be admitted after the 10th September. Optional cargo will be landed, unless notice has been given prior to steamer's arrival.
All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on any Tuesdays and Fridays between the hours of 10.45 a.m. and noon within the free storage period. All Claims will be admitted after the Goods have left the steamer's Godown, and all Goods remaining undelivered after the 10th September, will be subject to rent. All Claims against the Steamer must be presented to the Underwriter on or before the 10th September, or they will not be recognized.
No Fire Insurance will be effected.
BUTTERFIELD & SWIRE,
Agents for Charterers.
Hongkong, Sept. 14, 1917. 2105

NOTICE TO CONSIGNEES.

OCEAN STEAMSHIP CO., LTD.
AND
CHINA MUTUAL STEAM NAVIGATION CO., LTD.

CONSIGNEES per Company's Steamer "AN ENOR"
are hereby notified that the Cargo will be discharged into Hots Wharf, Kowloon, where it will be ready for delivery from Godown on and after 10th Sept. Optional cargo will be landed, unless notice has been given prior to steamer's arrival.
All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on any Tuesdays and Fridays between the hours of 10.45 a.m. and noon within the free storage period. No claims will be admitted after the Goods have left the steamer's Godown, and all Goods remaining undelivered after the 10th Sept. will be subject to rent.
All Claims against the Steamer must be presented to the Underwriter on or before the 10th Sept. or they will not be recognized.
No Fire Insurance will be effected.
BUTTERFIELD & SWIRE,
Agents.
Hongkong, Sept. 14, 1917. 2105

NOTICE TO CONSIGNEES.

OCEAN STEAMSHIP CO., LTD.
AND
CHINA MUTUAL STEAM NAVIGATION CO., LTD.

CONSIGNEES per Company's Steamer "TRIESTE"
are hereby notified that the Cargo will be discharged into Hots Wharf, Kowloon, where it will be ready for delivery from Godown on and after 8th Sept. Optional cargo will be landed, unless notice has been given prior to steamer's arrival.
All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on any Tuesdays and Fridays between the hours of 10.45 a.m. and noon within the free storage period. No claims will be admitted after the Goods have left the steamer's Godown, and all Goods remaining undelivered after the 10th Sept. will be subject to rent.
All Claims against the Steamer must be presented to the Underwriter on or before the 10th Sept. or they will not be recognized.
No Fire Insurance will be effected.
BUTTERFIELD & SWIRE,
Agents.
Hongkong, Sept. 14, 1917. 2104

EXCHANGE.

Hongkong, Sept. 14, 1917.

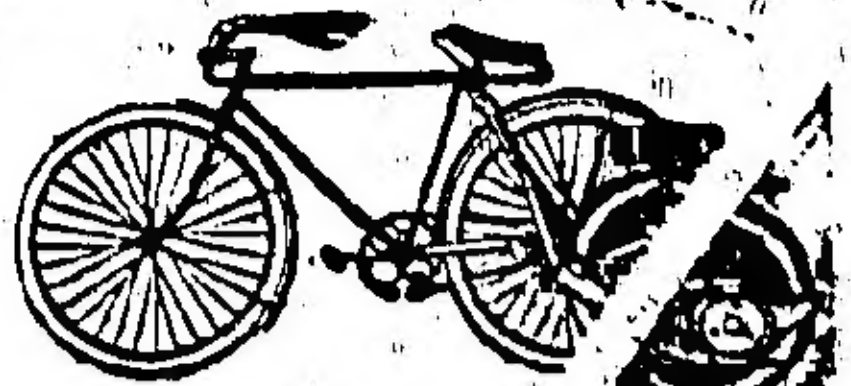
On London	2 1/2
On demand	2 1/2
50 days sight	2 1/2
4 months sight	2 1/2
On Paris	2 1/2
On demand	2 1/2
50 days sight	2 1/2
4 months sight	2 1/2
On New York	2 1/2
On demand	2 1/2
50 days sight	2 1/2
4 months sight	2 1/2
On Shanghai	2 1/2
On demand	2 1/2
50 days sight	2 1/2
4 months sight	2 1/2
On Hongkong	2 1/2
On demand	2 1/2
50 days sight	2 1/2
4 months sight	2 1/2

Temperatures.

Hongkong, September 14, 1917.	
Barometer	29.82
Thermometer	29.80
Wet Bulb	29.80
Wind	29.80
Direction	29.80
Force	29.80
State of sky	29.80
Direction of wind	29.80
Force of wind	29.80
State of sky	29.80
Direction of wind	29.80
Force of wind	29.80
State of sky	29.80

"SMITH" MOTOR WHEELS.

Price \$130.00



Price \$130.00

Latest Models just arrived:

ALEX. ROSS & Co.,

4, Des Vaux Road, HONGKONG.

POST OFFICE NOTICES.

"On and after the 1st Oct. 1917, the rate of postage on letters from Hongkong to Fatsan, China, China, and Whampoa will be 4 cents for each ounce or fraction thereof."

MAILS FOR EUROPE VIA SUZUKI.

Mail for Europe via Suzuki are despatched as opportunity offers but only correspondence specially marked is forwarded by that route and no particulars of such mails can be given.

The Services to Germany, Austria, Bulgaria and the Ottoman Empire are suspended.

The S.S. "Shanghai" with the Siberian Mail (London 28th July) is due to arrive here on the 17th inst.

OUTWARD MAILS.

Registered and Parcel mails close 15 minutes earlier than the time given below, unless otherwise stated.

Mails will close for:

NAIGON. Per "Tungshing" at 8 a.m., on Saturday, the 15th Sept.
SAIGON. Per "Hanyuan" at 5 a.m., on Saturday, the 15th Sept.
SAIGON. Per "Hanyuan" at 10 a.m., on Saturday, the 15th Sept.

STRAITS.

Per "Wollong" at 10 a.m., on Saturday, the 15th Sept.

FORMOSA VIA KEELUNG, SHANGHAI, NORTH CHINA, JAPAN VIA MOJI, VICTORIA & TACOMA.

Per "Macao" at 1 p.m., on Saturday, the 15th Sept.

PHILIPPINE ISLANDS.

Per "Loong" at 2 p.m., on Saturday, the 15th Sept.

SEANGHAI, NORTH CHINA, JAPAN VIA NAGASAKI, CANADA, UNITED STATES, CENTRAL & SOUTH AMERICA, EUROPE VIA SAN FRANCISCO.

Per "Orion" at 2.15 p.m., on Saturday, the 15th Sept.

SHANGHAI & NORTH CHINA.

Per "Anhui" at 5 p.m., on Saturday, the 15th Sept.

HAIKONG.

Per "Loong" at 5 p.m., on Saturday, the 15th Sept.

SWATOW & BANGKOK.

Per "Changshing" at 9 a.m., on Sunday, the 16th Sept.

PHILIPPINE ISLANDS, TIMOR, AUSTRALIA, NEW ZEALAND VIA PORT DARWIN, NEW GUINEA VIA THURSDAY ISLAND.

Per "Shanghai" at 11 a.m., on Monday, the 17th Sept.

WELHAIWEI & TIENSIN.

Per "Shanghai" at 5 p.m., on Monday, the 17th Sept.

STRAITS, BATAVIA, SAMARANG & SOERABAYA.

Per "Prinsins Juliana" at 10 a.m., on Tuesday, the 18th Sept.

SWATOW, AMOY & FOOCHEW.

Per "Hanyuan" at noon, on Tuesday, the 18th Sept.

SEANGHAI & NORTH CHINA.

Per "Sunning" at 3 p.m., on Tuesday, the 18th Sept.

SHANGHAI & NORTH CHINA.

(Europe via Siberia). Per "Shanghai" at 3 p.m., on Thursday, the 21st Sept.

HONGKONG TIDES.

The tide-table given below has been compiled at the National Almanac Office in London from the result of the analysis of observations taken by means of an automatic tide-recording machine in the Water Police Basin at Tsim Sha Tsui, during the years 1875-8.

The zero of the table corresponds with the zero of the sounding in the Admiralty Chart, which has been found to be 4 feet 3 inches below mean sea level.

To obtain the depth of water on the tide gauge at the Victoria Naval Yard add 3 feet 4 inches and on the gauge at Lamou, North Aberdeen add 10 feet 4 inches to the height given in the table.

September 14th to 21st, 1917.

TIME	WATER	LOW WATER
1.0	2.0	3.0
2.0	3.0	4.0
3.0	4.0	5.0
4.0	5.0	6.0
5.0	6.0	7.0
6.0	7.0	8.0
7.0	8.0	9.0
8.0	9.0	10.0
9.0	10.0	11.0
10.0	11.0	12.0
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92.0	93.0	94.0
93.0	94.0	95.0
94.0	95.0	96.0
95.0	96.0	97.0
96.0	97.0	98.0
97.0	98.0	99.0
98.0	99.0	100.0

TYPHOON SIGNALS.

Now Local and Non-Local Storm Signal Codes were introduced at Hongkong on 1st July, 1917, in place of the old Local Code, and the China Coast Code.

The principal change in the Local Code is that the new signals will show the direction from which the gale is expected, whereas the old signals showed the position of the typhoon. The latter will be indicated, as heretofore, by the Non-Local Signals. The new Local Code is given below—

DAY SIGNALS.

1.—Red cone, point upward, will mean a typhoon exists which may possibly cause a gale at Hongkong within 24 hours.

2.—Black cone, point upward—Gale expected from the North (N.W. to N.E.).

3.—Black cone, point downward—Gale expected from the South (S.E. to S.W.).

4.—Black drum—Gale expected from the East (N.E. to S.E.).

5.—Black ball—Gale expected from the West (N.W. to S.W.).

6.—Two black cones, top one point down, bottom one point up—Gale expected to increase.

7.—Black cross—Wind of typhoon force expected (any direction).

Signal No. 7 will be accompanied by three explosive bombs, fired at intervals of 10 seconds at the Water Police Station and repeated at the Harbour Office.

The signals will be lowered when it is considered that all danger is over. The Day Signals will be displayed at the masthead of the storm signal mast on Blackhead Hill, the Harbour Office, H.M.S. "Tamar," Green Island signal mast, the flagstaff on the premises of the Hongkong and Kowloon Wharf and Godown Company at Kowloon, the flagstaff on the premises of the Standard Oil Company at Lai-chi-ko, and the flagstaff near the Field Officer's Quarters at Lyemum.

NIGHT SIGNALS. (Lamps.)

1.—White, white, white.
2.—White, green, green.
3.—Green, white, white.
4.—Green, green, white.
5.—White, white, green.
6.—Green, green, green.
7.—Red, green, red.

The Night Signals will be displayed, at sunset, on the tower of the Railway Station, on H.M.S. "Tamar," and on the Harbour Office flagstaff. They will have the same significance as the day signals.

Signal No. 7 will be accompanied by explosive bombs as above, in the event of the information conveyed by this signal being first published at night.

Signal No. 1 is intended as a warning to "Stand By" and watch for the next signal. When it is hoisted after a black signal has been displayed it will mean that, on account of a change in the track of the typhoon, or for some other reason, a gale is no longer expected from the direction indicated by the last signal, and that another black signal may possibly be hoisted later.

SUPPLEMENTARY WARNINGS.
When local signals are displayed in the Harbour, a Cone will be exhibited at the following stations:—Gap Rock, Waglan, Stanley, Aberdeen, San Ki Wan, Sai Kung, Sha Tau Kok, Tai Po to notify the fact to native craft and passing ocean vessels, on demand, by signal from lighthouses.

The object of the code is to give at least 24 hours' warning of a gale (Force 8 by Beaufort Scale, or 40-45 m.p.h., near velocity by Dines Anemometer) and also warnings of expected changes in the direction and force of the wind.

Owing, however, to the uncertain movements of typhoons and to insufficient telegraphic observations, it will occasionally happen that signals 2 to 5 may be displayed without a gale occurring at Hongkong, or even Gap Rock, but the reverse is not likely to happen, except in the case of typhoons forming in the vicinity and travelling rapidly towards Hongkong, or of a loosed typhoon increasing its rate of progression abnormally.

In the new Non-Local Code the approximate velocity of the storm centre will be shown, in addition to its direction of motion, and the position of the centre will be given in degrees of latitude and longitude. The time at which the warning was issued will also be shown.

CHAMBERLAIN'S COUGH REMEDY.

This remedy has no superior as a cure for colds, croup and whooping cough. It has been a favorite with the mothers of young children for almost forty years. Chamberlain's Cough Remedy can always be depended upon and is pleasant to take. It is a simple, safe, and reliable remedy for all cases of colds, croup, and whooping cough, and is the only remedy that will cure them in a short time.

Chamberlain's Cough Remedy contains no opium, or other narcotic, and may be given as confidently to a child as to an adult. For sale by all Chemists and Druggists.

WEATHER REPORT.

September 14th, 1917. 33rd.—No returns from Japan and Vladivostok. Pressure has decreased quickly over N. China, and increased slightly to moderately elsewhere; it is probably highest in the Pacific to the south of Japan and relatively low over S. Annam and the adjacent portion of the China Sea. A depression (probably the typhoon which entered the coast yesterday) is situated to the N.W. of Shanghai.

Hongkong Rainfall for the 24 hours ending at 10 a.m. to-day, 0.00 inch. Total since January 1st, 75.91 inches, against an average of 70.66 inches.

Forecast for the 24 hours ending at noon on the 15th September:—
1.—Hongkong to Gap Rock: E. and S.E. winds, moderate; fair.
2.—Formosa Channel: S. winds, moderate.
3.—South coast of China between Hongkong and Lamock: The same as No. 1.
4.—South coast of China between Hongkong and Hainan: The same as No. 1.

OFFICIAL NIGHTS IN SEPTEMBER.

The following Table shows the Standard Time at which Official Night ends and begins during the month of Sept., 1917:—

Date	Ends	Begins
Sept. 14th	5.53 a.m.	6.40 p.m.
15th	5.53	6.40
16th	5.53	6.39
17th	5.53	6.38
18th	5.53	6.37
19th	5.53	6.35
20th	5.53	6.35
21st	5.53	6.34
22nd	5.53	6.33
23rd	5.53	6.32
24th	5.53	6.31
25th	5.53	6.30
26th	5.53	6.29
27th	5.53	6.28
28th	5.53	6.27
29th	5.53	6.25
30th	5.53	6.24

ROYAL OBSERVATORY.

HONGKONG DAILY WEATHER REPORT.

SEPTEMBER 14, 1917.—a.m.

Station.	Hour.	Barometer at Sea Level.	Temperature.	Humidity.	Direction.	Force.	Wind.
Wllostock	8 a.	29.82	73	88	W	1	b
Memuro	8 a.	29.82	73	88	W	1	b
Hakodate	8 a.	29.82	73	88	W	1	b
Tokio	8 a.	29.82	73	88	W	1	b
Kochi	8 a.	29.82	73	88	W	1	b
Nagasaki	8 a.	29.82	73	88	W	1	b
Kagoshima	8 a.	29.82	73	88	W	1	b
Osaka	8 a.	29.82	73	88	W	1	b
Naha	8 a.	29.82	73	88	W	1	b
Ishijima	8 a.	29.82	73	88	W	1	b
Yonaguni Island	8 a.	29.82	73	88	W	1	b
Wakabayashi	8 a.	29.82	73	88	W	1	b
Hankow	8 a.	29.82	73	88	W	1	b
Ichang	8 a.	29.82	73	88	W	1	b
Kiukiang	8 a.	29.82	73	88	W	1	b
Changha	8 a.	29.82	73	88	W	1	b
Shanghai	8 a.	29.82	73	88	W	1	b
Guthrie	8 a.	29.82	73	88	W	1	b
Sharp Pk.	8 a.	29.82	73	88	W	1	b
Amoy	8 a.	29.82	73	88	W	1	b
Swatow	8 a.	29.82	73	88	W	1	b
Taihou	8 a.	29.82	73	88	W	1	b
Taioku	8 a.	29.82	73	88	W	1	b
Tainan	8 a.	29.82	73	88	W	1	b
Koshu	8 a.	29.82	73	88	W	1	b
Pescadore	8 a.	29.82	73	88	W	1	b
Canton	8 a.	29.82	73	88	W	1	b
Hongkong	8 a.	29.82	73	88	W	1	b
Gap Rock	8 a.	29.82	73	88	W	1	b
Macao	8 a.	29.82	73	88	W	1	b
Wuchow	8 a.	29.82	73	88	W	1	b
Pakhoi	8 a.	29.82	73	88	W	1	b
Hoihow	8 a.	29.82	73	88	W	1	b
Phu Lien	8 a.	29.82	73	88	W	1	b
Touraine	8 a.	29.82	73	88	W	1	b
C. S. James	8 a.	29.82	73	88	W	1	b
Paris	8 a.	29.82	73	88	W	1	b
Manila	8 a.	29.82	73	88	W	1	b
Legaspi	8 a.	29.82	73	88	W	1	b
Tacloban	8 a.	29.82	73	88	W	1	b
Loilo	8 a.	29.82	73	88	W	1	b
Surigao	8 a.	29.82	73	88	W	1	b
Guam	8 a.	29.82	73	88	W	1	b
Labuan	8 a.	29.82	73	88	W	1	b